

The draft EIS evaluates the Proposed Action and other alternatives relative to their potential effects on: (1) Newlands Project operations and infrastructure; (2) water resources; (3) biological resources; (4) regional agriculture, farmlands, and the local economy; (5) regional recreation; (6) land use; and (7) social values. Estimated acquisition costs are also disclosed.

Dated: July 11, 1995.

Thomas Dwyer,

Acting Regional Director, Region 1, Fish and Wildlife Service.

[FR Doc. 95-17548 Filed 7-20-95; 8:45 am]

BILLING CODE 4310-55-M

National Park Service

AGENCY: National Park Service, Interior.

ACTION: Public notice.

SUMMARY: Public notice is hereby given that the National Park Service proposes to extend the term of Concession Contract CC-CACO001-82 with the Town of Truro, authorizing continued operation of the Highland Golf Links facilities and services for the public at Cape Cod National Seashore, for a period of six (6) months from July 1, 1996, through December 31, 1996.

The National Park Service is in the process of revising the General Management Plan and preparing a Development Concept Plan. This extension will allow sufficient time to complete the planning for the Highland Golf Links. Upon completion, the National Park Service will develop a prospectus for a new contract.

No prospectus is available at this time. Further public notice will be given when a prospectus is to be issued.

DATES: Comments must be submitted on or before the sixtieth day following publication of this notice to the National Park Service, Northeast Field Area, New England System Support Office, Attention: Concessions Management Division, 15 State Street, Boston, Massachusetts 02109-3572.

FOR FURTHER INFORMATION CONTACT: Lynne Koser at the above address; telephone (617) 223-5209.

Dated: July 12, 1995.

Robert W. McIntosh,

Acting Deputy Field Director.

[FR Doc. 95-18022 Filed 7-20-95; 8:45 am]

BILLING CODE 4310-70-M

Notice of the Intention To Extend an Existing Concession Contract—Scotty's Castle, Death Valley National Park

SUMMARY: Notice of given that the National Park Service intends to extend the concession contract at Scotty's Castle, Death Valley National Park for a period as long as three years so that necessary planning can be completed.

SUPPLEMENTARY INFORMATION: The concession contract at Scotty's Castle will expire on December 31, 1995, unless extended. The National Park Service will not renew this contract for an extended period until sufficient planning can be conducted to determine the future direction for concession services at the Scotty's Castle site. The necessary planning may affect the future of the concession. The planning process may take as long as two to three years to complete. Until that planning is completed, it will not be in the best interest of Death Valley National Park to enter into a long term concession contract for services at the Scotty's Castle site. For these reasons, it is the intention of the National Park Service to extend the current contract for a period of up to three years beginning January 1, 1996. The extension will be effective for a lesser period should planning issues be resolved and a renewal process be conducted and result in a selection. Benefits accruing to the Government under the current contract are currently under renegotiation.

Information about this notice can be sought from: Administrative Officer, Death Valley National Park, Attn: Ms. Marian O'Dea, Death Valley National Park, Death Valley, CA 92328, or call: (619) 786-2331.

Dated: July 11, 1995.

Stanley T. Albright,

Regional Director, Western Region.

INTERSTATE COMMERCE COMMISSION

[Finance Docket No. 32631]

Alan W. Maples—Control Exemption—Holidaysburg and Roaring Spring Railroad Company

AGENCY: Interstate Commerce Commission.

ACTION: Notice of exemption.

SUMMARY: The Commission, under 49 U.S.C. 10505, exempts from the requirements of 49 U.S.C. 11343-45 the control by petitioner, Alan W. Maples, of Holidaysburg and Roaring Spring Railroad Company (HRS), a new class III

carrier. HRS became a carrier through its acquisition from Consolidated Rail Corporation of approximately 10.2 miles of rail line between Holidaysburg and Roaring Spring, PA in *Holidaysburg and Roaring Spring Railroad Company—Acquisition and Operation Exemption—Consolidated Rail Corporation*, Finance Docket No. 32633 (ICC served Apr. 11, 1995). Petitioner currently controls the Everett Railroad Company, a class III rail carrier that connects with HRS. To avoid unlawful control by petitioner, HRS is being held in an independent voting trust pending Commission approval of this control transaction. The exemption is subject to standard labor protective conditions.

DATES: This exemption will be effective on August 20, 1995. Petitions for stay must be filed by August 7, 1995. Petitions to reopen must be filed by August 15, 1995.

ADDRESSES: Send pleadings referring to Finance Docket No. 32631 to: (1) Office of the Secretary, Case Control Branch, Interstate Commerce Commission, 1201 Constitution Avenue, N.W., Washington, DC 20423; and (2) Petitioner's representative: Robert A. Wimbish, Rea, Cross & Auchincloss, 1920 N Street, N.W., Suite 420, Washington, D.C. 20036.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 927-5610. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Commission's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: Dynamic Concepts, Inc., Interstate Commerce Commission Building, 1201 Constitution Avenue, N.W., Room 2229, Washington, DC 20423. Telephone: (202) 289-4357/4359. [Assistance for the hearing impaired is available through TDD services at (202) 927-5721.]

Decided: July 6, 1995.

By the Commission, Chairman Morgan, Vice Chairman Owen, and Commissioners Simmons and McDonald.

Vernon A. Williams,
Secretary.

[FR Doc. 95-17991 Filed 7-20-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32692]

Southwest Pennsylvania Railroad Company—Acquisition and Operation Exemption—Lines of Consolidated Rail Corporation

Southwest Pennsylvania Railroad Company (SWP), a noncarrier, has filed

a notice of exemption to acquire and operate approximately 28.35 miles of rail line known as the Greensburg Cluster owned by Consolidated Rail Corporation in Westmoreland and Fayette Counties, PA. The Greensburg Cluster consists of the following interconnected rail lines: (1) the Greensburg Industrial Track between milepost 0.05+/- and milepost 2.50+/-; (2) the Southwest Secondary Track between milepost 2.50+/- and milepost 17.54+/-, together with portions of the Sewickly Branch and the Tarr Branch; (3) the Southwest Branch/Southwest Secondary Track between milepost 17.54+/- and milepost 23.80+/-; (4) the Long Siding between milepost 0.1+/- and milepost 1.04+/-; (5) the Southwest (Radebaugh) Secondary Track and the Long Siding between milepost 1.04+/- and milepost 2.50+/-; and (6) the Yukon Industrial Track between milepost 0.00+/- and milepost 3.00+/-.¹ Consummation of the proposed transaction took place on June 28, 1995.

This transaction is related to a simultaneously filed notice of exemption in Finance Docket No. 32734, *Phillip C. Larson, Russell A. Peterson and Dennis E. Larson—Continuance in Control Exemption—Southwest Pennsylvania Railroad Company*, in which SWP's shareholders seek to continue in control of SWP and Camp Chase Industrial Railroad Corporation, a class III shortline railroad, when SWP becomes a carrier.²

Any comments must be filed with the Commission and served on: Keith G. O'Brien, 1920 N St., NW, Suite 420, Washington, DC 20036.

This notice is filed under 49 CFR 1150.31. If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

Decided: July 13, 1995.

¹ These lines connect at Everson, PA, with a rail line that SWP seeks simultaneously to lease and operate from Westmoreland County Industrial Development Corporation and Fay-Penn Land Trust, both non-profit corporations, in Finance Docket No. 32737, *Southwest Pennsylvania Railroad Company—Lease and Operation Exemption—Lines of Westmoreland County Industrial Development Corporation and Fay-Penn Land Trust*.

² Notice of an acquisition and operation exemption was given by the Commission in *Camp Chase Industrial Railroad Corporation—Acquisition and Operation Exemption—Line of Consolidated Rail Corporation*, Finance Docket No. 32581 (ICC served Oct. 21, 1994).

By the Commission, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 95-17992 Filed 7-20-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32734]

Phillip C. Larson, Russell A. Peterson and Dennis E. Larson—Continuance in Control Exemption—Southwest Pennsylvania Railroad Company

Phillip C. Larson, Russell A. Peterson and Dennis E. Larson, noncarrier individuals, have filed a notice of exemption to continue in control of Southwest Pennsylvania Railroad Company (SWP), upon SWP becoming a class III rail carrier. SWP, a noncarrier, has concurrently filed notices of exemption in Finance Docket No. 32692, *Southwest Pennsylvania Railroad Company—Acquisition and Operation Exemption—Lines of Consolidated Rail Corporation* (in which SWP seeks to acquire and operate approximately 28.35 miles of rail line owned by Consolidated Rail Corporation in Westmoreland and Fayette Counties, PA), and in Finance Docket No. 32737, *Southwest Pennsylvania Railroad Company—Lease and Operation Exemption—Lines of Westmoreland County Industrial Development Corporation and Fay-Penn Land Trust* (in which SWP seeks to lease and operate approximately 9.56 miles of rail line owned by two non-profit corporations in those same two counties). The parties intended to consummate this transaction on or after June 28, 1995.

The above individuals control another nonconnecting class III rail carrier: Camp Chase Industrial Railroad Corporation (CCIR), operating in Ohio.¹ The shareholders' ownership interest in CCIR is 14 percent each for Phillip and Dennis Larson, and 72 percent for Russell Peterson. Each of the individuals also owns 33 1/3 percent of the stock of SWP.

The parties state that: (1) The railroads will not connect with each other or with any railroads in their corporate family; (2) the continuance in control is not part of a series of anticipated transactions that would connect the railroads with each other or any railroad in their corporate family; and (3) the transaction does not involve

¹ Notice of an acquisition and operation exemption was given by the Commission in *Camp Chase Industrial Railroad Corporation—Acquisition and Operation Exemption—Line of Consolidated Rail Corporation*, Finance Docket No. 32581 (ICC served Oct. 21, 1994).

a class I carrier. The transaction is therefore exempt from the prior approval requirements of 49 U.S.C. 11343. See 49 CFR 1180.2(d)(2).

As a condition to use of this exemption, any employees affected by the transaction will be protected by the conditions set forth in *New York Dock Ry.—Control—Brooklyn Eastern Dist.*, 360 I.C.C. 60 (1979).

Petitions to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction. Pleadings must be filed with the Commission and served on: Keith G. O'Brien, 1920 N St., NW, Suite 420, Washington, DC 20036.

Decided: July 13, 1995.

By the Commission, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 95-17993 Filed 7-20-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 27748 (Sub-No. 1)]

Chicago and North Western Railway Company and Wisconsin Central Limited—Joint Relocation Project Exemption—in Wood County, WI

On June 23, 1995, Chicago and North Western Railway Company (CNW) and Wisconsin Central Limited (WCL) jointly filed a notice of exemption under 49 CFR 1180.2(d)(5) to relocate lines of railroad. The proposed transaction was expected to be consummated on or after June 30, 1995.

The line relocation project will result in the rearrangement, consolidation and rationalization of CNW's trackage rights over WCL's lines between Wisconsin Rapids and Nekoosa, WI. CNW currently operates over two of WCL's tracks under separate trackage rights agreements. Under the first agreement (the Milwaukee Road Agreement), dated September 20, 1973, between CNW and the Chicago, Milwaukee, St. Paul and Pacific Company, CNW was granted overhead trackage rights over a line between Necedah and Wisconsin Rapids, WI, via Nekoosa, WI. CNW was also granted the right to use the line in an emergency to serve Port Edwards and Nekoosa, WI.

Under the second agreement (the Soo Agreement), dated April 17, 1973, between CNW and Soo Line Railroad Company (Soo), CNW was granted overhead trackage rights between Nekoosa and Wisconsin Rapids, WI.¹

¹ The Milwaukee Road Agreement was assumed by Soo Line Railroad Company (Soo) in 1985. See

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